

Dedicated to protecting and improving the health and environment of the people of Colorado

February 2025 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, March 6, 2025

Air Pollution Control Division (Division) Public Participation Opportunities:

- **Air toxics health-based standards and permitting report:** The Air Quality Control Commission chose five priority air toxics in January 2025. Next, the division will propose health-based standards for the five priority air toxics. The division is also developing a report on the scope of a potential air toxics permitting program. After receiving public input, this report will go to the General Assembly. Join an upcoming public meeting to learn more and share your thoughts on health-based standards and the permitting report. The division is also offering an information session for community members to learn about air toxics in an accessible and plain language format. Register to join the Air toxics 101 public information session on [March 12 from 6p.m. to 7p.m.](#) Register to join the air toxics public meeting from [10a.m. to 12p.m. on March 29](#)
- **Steering committee on reducing nitrogen oxides from oil and gas exploration and production:** The Nitrogen Oxides (NOx) Reduction Steering Committee began meeting in March 2024. The members committed to holding meetings once a month for at least six months. During these meetings, members engage in technical discussions on potential strategies to reduce NOx pollution. The focus is on reducing NOx emissions from oil and gas exploration and production processes in Colorado. Meetings are held virtually. Members of the public are welcome to observe. For more information about meeting dates and how to register, visit the reducing nitrogen oxides from oil and gas web page. [Register for the March 26 meeting from 1p.m. to 3p.m.](#)

[Air Quality Control Commission](#) (Commission) Updates:

February 19-21, 2025 Commission Meeting

- **Regulation Number 30:** Scientific community involvement as it relates to the five priority air toxic contaminants and health based standards.
- **Edge Environmental LLC:** The Commission will consider the asbestos related noncompliance issues for Edge Environmental LLC. Specifically, the Pine Creek Apartments (Case No. 21036A, Record No. 174341) and the Eagle's Nest Apartments (Case No. 22038A-01, Record No. 193117).
- **Regulation Number 7:** The Commission will consider revisions addressing emissions of ozone precursors.

The Commission does not plan to meet in March 2025





MEMORANDUM

To: NFRMPO Planning Council
From: Paul Sizemore, Executive Director
Date: March 6, 2025
Re: Intermountain West MPO Letter to New EPA Administration

Background

Throughout 2024, the Intermountain West MPOs worked together to develop a request to the Environmental Protection Agency (EPA) seeking further study of, and collaborative dialogue about, the region's unique issues related to background ozone.

These efforts culminated in a letter to the Assistant Administrator for the Office of Air and Radiation in September of 2024 which was cosigned by MPO Executive Directors from across the Intermountain West, including NFRMPO.

Now that a new federal administration is in place, the Intermountain West MPOs have submitted a letter of introduction to EPA Administrator Lee Zeldin. The purpose of this letter is to help orient the new administration to the issue and to provide background information from our previous efforts. The letter concludes by inviting new partnership with EPA to address these challenges and seek actionable steps for reducing ozone.

The NFRMPO Executive Director cosigned the attached letter with the other Intermountain West MPO Executive Directors, and the letter was delivered to EPA by email on March 4, 2025.

Next Steps

The Intermountain West letter reiterates the need for additional study and partnership on solutions to the region's background ozone challenges. We anticipate it will take some time for the new administration to settle in and orient to the issue. Staff will continue to update Council as the situation evolves.

February 21, 2025

The Honorable Lee Zeldin
Administrator, United States Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Via Email and U.S. Mail

Subject: Working with EPA on Air Quality Challenges in the Intermountain West

Dear Administrator Zeldin:

The executive directors of the Intermountain West (IMW) Metropolitan Planning Organizations (MPOs) in Arizona, Colorado, Idaho, Nevada, and Utah, as undersigned, welcome you to your appointment as Administrator of the Environmental Protection Agency. We look forward to your leadership in addressing the environmental challenges and opportunities ahead.

Prior to your appointment, the Intermountain West MPOs have been raising issues with the EPA regarding our region's unique challenges related to background ozone and non-locally controllable emissions, and the impact these have with attaining the 2015 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) of 70 parts per billion (ppb). We look forward to advancing this collaboration under your stewardship. A brief summary of our previous engagement with the EPA, along with state efforts in this same area, is provided below and in the attached letters previously submitted:

- In April 2024, the governors of Arizona, Colorado, Utah and Wyoming sent a letter to President Biden expressing their collective concerns about the attainment of the 8-hour ozone National Ambient Air Quality Standard (NAAQS) in the face of regionally specific challenges, including background ozone and wildfires. In June 2024, the EPA responded, acknowledging these collective regional concerns (both letters are attached).
- In September 2024, the IMW MPOs sent a letter to Mr. Joseph Goffman, Assistant Administrator for the Office of Air and Radiation, asking for comprehensive studies to understand and manage ozone in the Intermountain West. In December, 2024, Mr. Goffman responded by recognizing many of the challenges of our unique circumstances and agreed on the need for additional studies (those letters are attached). Unfortunately, there was no indication of specific follow-up or collaboration with the IMW MPOs beyond those in Arizona.

We appreciate your dedication to advancing our collective understanding of ozone science, which is essential for developing practical and effective strategies to enhance air quality and protect public health in the Intermountain West, while simultaneously enabling the economy in our region to flourish. Our commitment to safeguarding public health and improving air quality remains steadfast, and we continue to track the science around high background levels and wildfire influences, regionally in the Intermountain West. We look forward to working in partnership with EPA to gain deeper insights into these challenges and to establish actionable steps for reducing ozone levels in the region.

Sincerely,

Michelle Carroll, Executive Director, Mountainland Association of Governments (Provo, UT)

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Michelle Carroll

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Andrew Gruber, Executive Director, Wasatch Front Regional Council (Salt Lake City, UT)

Signed by:

Andrew Gruber

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Andrew Gunning, Executive Director, Pikes Peak Area Council of Governments (Colorado Springs, CO)

Signed by:

Andrew Gunning

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M.J. Maynard, Chief Executive Officer, Regional Transportation Commission of Southern Nevada (Las Vegas, NV)

Signed by:

M.J. Maynard

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Farhad Moghimi, Executive Director, Pima Association of Governments (Tucson, AZ)

Signed by:

Farhad Moghimi

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Craig Raborn, Executive Director, Community Planning Association (Boise, ID)

Signed by:

Craig Raborn

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Douglas Rex, Executive Director, Denver Regional Council of Governments (Denver, CO)

DocuSigned by:

[Signature]

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Paul Sizemore, Executive Director, North Front Range Metropolitan Planning Organization (Fort Collins, CO)

Signed by:

Paul Sizemore

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Bill Thomas, AICP, Executive Director, Regional Transportation Commission (Washoe County/Reno, NV)

Signed by:

Bill Thomas

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Ed Zuercher, Executive Director, Maricopa Association of Governments (Phoenix, AZ)

Signed by:

Ed Zuercher

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Jess Byrne, Director, Idaho Department of Environmental Quality

Danilo Dragoni, Deputy Administrator, Nevada Department of Conservation and Natural Resources

Karen Peters, Chief Executive Officer, Arizona Department of Environmental Quality

Jill Hunsacker Ryan, Executive Director, Colorado Department of Public Health and the Environment

Bryce Bird, Director, Utah Division of Air Quality

Chad McIntosh, Acting EPA Deputy Administrator

Sarah Dunham, Acting EPA Assistant Administrator, Office of Air and Radiation

Aaron Szabo, EPA Assistant Administrator, Office of Air and Radiation (incoming)

Sarah Talmage, EPA Office of Congressional and Intergovernmental Relations

Mark Smith, Acting EPA Region 8 Administrator

Cheree Peterson, Acting EPA Region 9 Administrator

Dan Opalski, Acting EPA Region 10 Administrator

Legislative Report

March 2025

Direct NFRMPO Impact:

Title	SB25-030 : Increase Transportation Mode Choice Reduce Emissions
Description	Concerning measures to increase transportation mode choice to reduce emissions.
Summary	<ul style="list-style-type: none">• Requires CDOT to present a statewide mode choice assessment to the transportation legislation review committee (TLRC), Transportation Commission (TC), and the Colorado Energy Office (CEO) with recommendations for mode choice targets for 2030 ,2035, 2040, 2045, and 2050 for CDOT, MPOs, and transit providers that provide public transit to a population of 100,000 or more.• Requires CDOT, in coordination with MPOs, to present a report to TLRC to track the implementation of mode choice targets through mode choice implementation plans.• Requires CDOT, MPOs, subject transit providers, and local governments with a population of 25,000 or more to complete a mode choice implementation plan no later than December 31, 2026. These plans must be updated every 5 years.• Mode choice implementation plans must include information about mode choice targets, a multimodal transportation gaps summary, and an analysis of projected GHG emissions• Allow NAAPME to award grants for the development of mode choice implementation plans• Allow MMOF funds to be used for the development of mode choice implementation plans
Status	<ul style="list-style-type: none">• 1/08/2025: Introduced in Senate – Assigned to Transportation, & Energy
NFRMPO Impact	<ul style="list-style-type: none">• Require the NFRMPO, transit agencies, and local governments with population of 25,000 or more to complete mode choice implementation plans

Title	HB25-1144 : Repeal Retail Delivery Fees
Description	Concerning the repeal of retail delivery fees.
Summary	<ul style="list-style-type: none"> Eliminates the retail delivery fees.
Status	<ul style="list-style-type: none"> 2/18/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely 1/29/2025: Introduced in House – Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> Limit funding opportunities through NAAPME and other enterprises formed by SB21-260.

Title	HB25-1044 : Local Funding for Vulnerable Road User Protection
Description	Concerning authorization for local governments to generate additional fee-based funding for local vulnerable road user protection strategies.
Summary	<ul style="list-style-type: none"> Authorizes a county, municipality, or a TABOR exempt enterprise created by a local government to generate additional fee-based funding for vulnerable road user protection strategies. Authorizes local governments to impose additional local motor vehicle registration fees.
Status	<ul style="list-style-type: none"> 2/12/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely 1/08/2025: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> Allow local communities to generate additional revenue for eligible safety projects.

Title	HB25-1007 : Paratransit Services
Description	Concerning paratransit services.
Summary	<ul style="list-style-type: none"> Requires any political subdivision of the state, public entity, or nonprofit corporation that provides paratransit services to <ul style="list-style-type: none"> Establish, in coordination with local emergency services, a plan to communicate information and provide paratransit services during emergencies
Status	<ul style="list-style-type: none"> 2/28/2025: Introduced in Senate- Assigned to Transportation & Energy 2/25/2025: Passed the House 2/18/2025: Transportation, Housing, & Local Government Discussion; Referred to House 1/08/2025: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> Requires Transport, COLT, GET, and other agencies that provide paratransit services to establish a plan to continue services during an emergency and to consult with affected community members when changing the service area.

Title	HB25-1198 : Regional Planning Roundtable Discussion
Description	Concerning the creation of a Regional Planning Roundtable Commission.
Summary	<p>Creates the Regional Planning Roundtable Commission within the Department of Local Affairs. The purposes of the commission include:</p> <ul style="list-style-type: none"> Assisting local government in complying with statutory housing, land use, or other planning requirements; Assisting local governments in accessing state and federal resources and technical assistance for complying with statutory housing, land use, or other planning requirements; Assisting local governments in establishing a regional roundtable to address regional housing, land use, or other planning challenges and opportunities.
Status	<ul style="list-style-type: none"> 2/10/2025: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> Regional roundtables can be used to assist local communities with planning requirements and assist local governments in accessing state and federal resources and technical assistance.

Transportation-Related Bills – Limited NFRMPO Impact

- [HB25-1110](#): Railroad Crossing Maintenance Costs
 - Requires the public utilities commission to adopt rules requiring that, unless the applicable road authority is a local government, the total costs to maintain an existing

railroad crossing are shared equally between the railroad, railroad corporation, rail fixed guideway, transit agency, or owner of the track and the applicable road authority.

- [SB25-137](#): Greenhouse Gas Credits for Water Quality Projects
 - Authorizes the owner or operator of a water quality green infrastructure project to sell or trade any greenhouse gas credits created by the project in the GHG credit trading program that is established by the air quality control commission by rule.
- [HB25-1228](#): Best Value Design-Build Transportation Contracts
 - Adds additional evaluation factors for design-build contracts administered by CDOT, including project schedule, innovative solutions, improved quality, sustainability, environmental impact, initial cost, long-term life-cycle cost of the transportation projects, resilience, increased scope, and aesthetics.
- [SB25-052](#): Railroad Investigative Report Confidentiality
 - Repeals the current legal requirement that requires investigative reports of railroads made for the public utilities commission to be kept confidential and replaces it with a grant of rule-making authority to make ongoing investigations and security information confidential.
- [SB25-161](#): Transit Reform
 - Makes a variety of changes for the purpose of improving the performance of the Regional Transportation District.
- [SB25-187](#): Sunset Motorcycle Operator Safety Training Program
 - Implements the recommendations of the Department of Regulatory Agencies regarding the Motorcycle Operator Training (MOST) Program. Recommendations include continuing the MOST program for 9 years, until September 1st, 2034.

Northern Colorado Mobility Committee —MINUTES

February 26, 2025

1:00 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome and Introductions

In Person:

- Aaron Hull, NFRMPO
- Lisa Deaton, NFRMPO
- Paul Sizemore, NFRMPO
- Jacque Penfold, Citizen
- Steve Conaway, RAFT
- Kristi Swasko, RAFT
- Celest Ewert, Envision
- Jaclynn Streeter, GoNoCo34
- Ty Lamm, United Way Weld County
- Nichole Seward, Weld AAA
- Jessica Villena Sanchez, Mobility for All
- Felipe Mosqueda, Mobility for All
- Sarah Lee, Mobility for All
- Elaine C. Erb, Boulder Chamber Transportation Connections
- Jenna Robinson, SAINT
- John Matis, Citizen
- Ari Edgely, Foothills Gateway
- Ian Chase, HDR
- Ann Rajewski, CASTA
- Lisa Bitzer, Via Mobility Services
- Steve Teets, WAND
- Jill Matlock, Weld County Public Health
- Ernest Cienfuegos-Baca, United Way Weld County
- Katlyn Kelly, Transfort
- Dena Boutwell, Via Mobility Services
- Amy Thompson, Boulder Valley School District
- Adriana Torres, Via Mobility Services
- Angel Bond, Mobility for All
- Melissa Hunter, Mobility for All
- Jennifer Ochs, Ms. Wheelchair Colorado 2023
- Michelle Trevino, United Way Weld County
- Margie Martinez, United Way Weld County

Virtual:

- Bridie Smith, COLT
- JoAnn Herkenhoff, UCHealth Aspen Club
- Hannah Shelley, Transfort
- Colleen Samules, DRMAC
- Hannah Groves, Health District of Northern Larimer County
- Stephanie O'Neill, DRMAC
- Latoya Prante, DRMAC
- Heather Sterling, Transfort
- Margery Gavin, Commuting Solutions
- Valeria Martinez, DRMAC
- Irene Davila, Adeo
- Natalie Brown, Summitstone Health
- Robert Morris II, Boulder County

Activity

Group Introductions and speed networking.

Both virtual and in-person attendees introduced themselves and their organizations. The in-person group did a speed networking exercise to get to know each other and learn more about each other's respective organizations and services.

Public Comment:

Lee from Mobility for All shared with the group that she lives in Longmont and it is difficult and sometimes impossible to go to Loveland, Fort Collins, and Greeley. She said that she goes to the temple in Fort Collins and taking an Uber is very pricey. She asked the group if anyone had any ideas. Teets mentioned the FLEX bus as an option. Lee said that she can take the FLEX, but getting from the nearest stop to the temple is difficult. Ochs expressed that she would like help understanding how the FLEX works, Deaton said she can help.

Presentations:

2025 MAC Priorities, BoCo Coordinated Plan, 2025 MAC Priorities – Bond and Villena

Bond introduced herself and the Boulder Mobility and Access Coalition (BMAC). She said the BMAC provides multi-modal support for transportation, including providing bus passes, information assistance, and bike programs. Their mission is to support populations that are not well served by the current transportation system, such as older adults, youth, people with disabilities, Veterans, and people who speak Spanish. Bond discussed the top 8 BoCo MAC priorities for 2025 and how they are based on their Coordinated Human Services Transportation Plan.

Villena discussed the Mobility and Access for All Ages and Abilities Plan and its goals and objectives. She gave an overview of the 25 strategies and how they are organized and prioritized. She then talked about the MAC Work Plan Priorities for 2025 and how they approach priorities. Teets talked about Greeley's Bike Share program and asked who is responsible for bikes being left on sidewalks and causing a potential hazard. Bond said that Boulder also has a program and passed a code stating that the providers are responsible for keeping the bikes and scooters out of the right-of-way. In the future, there will be docking stations for bikes. Teets asked for more information about adaptive bikes and how they are being promoted. Hunter discussed the Earn a Bike workshops for Boulder Housing Authority and said the demand has dropped. They will explore other bike needs and work with people with disabilities who need adaptive bikes. This summer they hope to gather a small group of people interested in getting fit for a bike and Boulder County will help cover the



costs. Teets asked about the future of connectivity from Boulder County to the north. Bond said that Via Mobility Services provides paratransit service to the north and that Boulder County has been investing in transit services that RTD is not able to provide.

RideNoCo and NFRMPO Updates, NFRMPO Coordinated Plan, NFRMPO Mobility Priorities, NFRMPO and RideNoCo Updates & Priorities-Deaton

Deaton gave the RideNoCo call center statistics and details about the information collected and tracked for the call center. Teets asked if RideNoCo knows the percentages of callers getting the rides they need once they are referred to a transportation provider. Deaton stated that RideNoCo can only track the callers sent as referrals to the Coordination Project Participants in TDS system because it shows if their ride request was accepted or rejected. Teets discussed the transportation challenges Veterans face due to unreliability and shortage of drivers. Cienfuegos-Baca asked Teets if he has used RideNoCo and said that RideNoCo is a one-stop-shop for our region. Other participants noted that the RideNoCo tracking is a good tool to identify gaps and solutions for future planning. Deaton was asked if the gaps she named are actual or just being used as an example. Deaton stated that there are actual gaps being recorded from the calls. Conaway talked about the regional gaps and black holes, especially in the rural areas, and the jurisdictions. Sizemore talked about the TDS project participants and how we share information. Matis asked who we are working with and discussed US34 and the division of Larimer and Weld County. Hull responded by discussing the GoNoCo34 TMO and introduced Streeter, who agreed to discuss it after the meeting.

Hull gave updates on the NFRMPO's 2025 Coordinated plan. The purpose of the plan is to help mobility for older adults, individuals with disabilities, low-income and underserved communities. The Coordinated Plan for Coordinated Transit (Mobility) in the region is updated every four years, and it allows for projects to be funded by the FTA 5310 funds. Hull discussed the gaps our region is facing and asked the group to contact him to discuss gaps they have noticed, what would be helpful to address these gaps, and who needs to be part of the conversation. Teets asked if there are any resource guides and Hull said RideNoCo has rack cards and other information that can be distributed by request. Hull discussed the NFRMPO's top five priorities, mobility programs and projects. Bond asked if the *MyWayToGo* platform is only for commuting options or if it includes human services transportation options in the database. Hull said that it is being worked on and should be included soon.

Discussion

Joint NCMC and MAC Priorities



Hull asked the group to break into smaller groups of three or four and discuss the NCMC and MAC priorities. Bond shared that her group agreed that there should be improved communication between coordinating councils to become more aware of the activities each council is doing. Suggested travel training between Fort Collins and Longmont and said that Mobility for All has a fund to support one-time trips with Uber and Lyft and can help RideNoCo with their “Angel Fund.” She suggested doing a transportation/mobility summit in 2026 and making sure transportation agencies and funders are invited. Sizemore shared key takeaways from his group, which discussed the first mile/last mile connections and some micro-mobility solutions that are being implemented. He said the central theme in the conversation was the gaps, the rural areas, and service across jurisdictions. They also discussed how to balance reduced trips, the return-to-work mandates, and the language we use to discuss what we do due to the new changes in the federal government.

NCMC Mobility Case Study #1

Deaton presented a case study about a 92-year-old woman who lives in east Loveland and needs to get rides to visit her husband who is in a rehab facility in Windsor. She lives in COLT’s Dial-A-Ride service area, but the time it takes for approval is too long, and how would she get back home? Kelly said that as long as her trip originates in the service area, her return trip will be honored. Lee asked if Dial-A-Ride covers that area and that she thought it only covered the Loveland COLT service area. Kelly explained that the Dial-A-Taxi program provides a \$20.00 taxi voucher that can get you out of the service area, if it is associated with the origin trip, it will get you back to where you started. She explained that Dial-A-Taxi, if the meter goes above \$20.00, the rider is responsible for paying the difference, and there are a limited number of vouchers that one can get in a day.

NCMC Mobility Case Study #2

Deaton presented her second case study about a man who lives in Fort Collins and works in Loveland. He is blind and his only affordable option is to use Transfort’s FLEX bus to Loveland, then transfer to a COLT bus and walk to his destination. The total round trip is 3 hours. He has an irregular work schedule, so carpooling and vanpooling are not options. He has utilized Lyft, but it is not a cost-effective option. Edgley asked if he has a Foothills Gateway case manager and if he does, Edgley can help. Teets asked about Lyft and Uber charging higher rates during inclement weather and how that is regulated, especially for people with disabilities and older adults. Lee said that it is not just the weather, there are upcharges during rush hour. Hull stated that Uber and Lyft are independent contractors that can charge for what they want. Bond said it is a way to entice more drivers to get on the road during those times by paying the drivers more. Sanchez shared that a new rideshare called Colorado Cooperative does not charge surge pricing, and the drivers get paid well. Smith said that he could become dual eligible for Dial-A-Ride in Fort Collins and Loveland and utilize the Dial-A-Taxi voucher to go between cities. Lee said that it is difficult because of scheduling. Kelly



further explained how it would work, and Dial-A-Ride is guaranteed, but Dial-A-Taxi is not because it depends on driver availability. Swasko asked why the two cities are siloed, Kelly explained that the service areas are based on FTA standards and because Dial-A-Ride is an extension of the bus service, paratransit only has to be $\frac{3}{4}$ of a mile outside the fixed route bus service. The FLEX route does not qualify.

MAC Mobility Case Study #1

Sanchez presented a woman who does not own a car, primarily speaks Spanish, lives in Mead, and works at CommonSpirit United Hospital in Longmont. She uses Uber or relies on friends and family to get to work. Using Uber is too expensive and unreliable. Someone asked if she has a regular schedule and if she may be able to utilize the RideNoCo platform to find a vanpool. Hull said that Mead is in the DRGOC region and that she could sign up for *MyWaytoGo* through DRCOG's platform. It was also suggested that the HR department at CommonSpirit be contacted to see if there are carpool or vanpool options. Streeter said there is a Transportation Management Association in Longmont, and that they could be connected to their employer with that TMA to discuss services they could offer them. Matis suggested that maybe there is a carpooling network at the hospital or the nearby Target. Hull said that TMA can set something up with the hospital or use the MyWayToGo Platform to see carpooling options. Teets asked Bitzer about Via serving Mead and Bitzer said Mead turned down because they did not think transportation was that big of an issue. Hull encouraged people to attend council meetings and board meetings to make the members of the community's voices heard. Sizemore said the MPO has a governing council of representatives from each member community, and the MPO updates the larger council on mobility updates.

MAC Mobility Case Study #1

Bond discussed a 58-year-old blind woman who lives in Longmont and works at the Center for People with Disabilities. She needs reliable transportation to get to work and often needs to travel to other communities. She uses RTD Access-A-Ride to get to work, but it is a challenge to be on time. Her schedule is normal business hours but varies depending on meeting times and location. She typically knows her schedule a week in advance, but that is not enough lead time to schedule rides. Lee said she could use Access on Demand, but she feels unsafe using Uber and has been dropped off in the middle of the street. Lee added she has also been dropped off in the middle of the street. The Niwot Rotary Club has a grant, and they are willing to contribute \$2,000 to pilots, a more reliable option to get them to work in the mornings. Bond asked if anyone has ideas for a pilot. Streeter suggested to partner with the Lafayette Senior Center since they are a recipient of her services for the blind. Bond said that their initial idea was to create taxi vouchers or a volunteer driver program where she could be matched with a regular volunteer driver. Someone stated that RTD needs to hear from the people whose needs are unmet. We need to talk to different city councils and transit



providers to let them know this is not the current level of service and does not meet the needs of the community. Edgley asked if the Center for People with Disabilities could identify the demographics of where their employees come from and whether it is worth investing in a company-wide shuttle.

Wrap-Up + Member Round Table

Kelly shared that Transfort will announce all stops on their buses, not just the ADA stops.

Teets said he was at an MPO meeting discussing the Front Range Passenger Rail and encourages all to attend.

Hull announced that he is working on the Coordinated Plan and reaching out to groups. He asked people who had not heard from him yet to contact him. He can be reached at ahull@nfrmpo.org.

Bond said their racial equity training is coming up on March 19th and members will be invited.

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC): March 25, 2025
- b. Larimer County Mobility Committee (LCMC): April 22, 2025
- c. Northern Colorado Mobility Committee (NCMC): May 27, 2025



RESOLUTION NO. 2025-10
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF
DIRECTORS

WHEREAS, Colorado Senate Bill (SB) 21-238 requires two representatives from the North Front Range Metropolitan Planning Organization (NFRMPO) to serve on the new Front Range Passenger Rail District; and

WHEREAS, the Directors appointed to the Board must be elected officials, or prior elected officials, representing the NFRMPO; and

WHEREAS, the Front Range Passenger Rail District area originally included the entirety of the NFRMPO; and

WHEREAS, HB24-1012 removed Weld County from the Front Range Passenger Rail District; and

WHEREAS, the NFRMPO Council wishes to replace Mayor Will Karspeck with another Larimer County representative who will take over the remainder of the term through May 2028;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby appoints:

_____ with _____ whose term will expire in May 2028, to serve as Director on the Front Range Passenger Rail District representing the NFRMPO.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of March 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director